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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADING REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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[a37-1]



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A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (ss. Sui Ai and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
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Hongkong, Sat. June, 1908.

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Correspondents must forward their names and ad-
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Editor, not for publication but as evidence of good
faith.

All letters for publication should be written on
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No anonymous signed communications that have
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P. O. Box, 34. Telephone No. 12.

DEATH.

On June 10th, at Shanghai, Rudolf Ludwig
Eckert, Head of Messrs. Arnold, Karberg
& Co., aged 44 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 20TH, 1908.

We have recently had occasion to refer to the disgraceful mismanagement of the pre-
tended Imperial Telegraph Administration
of China, which under the name of being
an Imperial service had really, according to
true Chinese traditional custom, become a
family affair in the hands of that most
reactionary of Chinese administrators,
SHENG KUNG-PAO. The animadversions
cast by us on the present service are re-
peated in still stronger terms by the *Times*
correspondent, than whom none from
practical experience is more competent to
speak. This SHENG KUNG-PAO, better
perhaps known by his official name of SHENG
SWAN-HWAI, which he bore before being
granted his present title, has not only been
noted by the persistency with which he
clings to the traditional spoils of office, and
the opposition he offers to every project of
financial amendment, but has recently
become one of the chief instigators of the
clamour for the restoration of "China's
Sovereign Rights" which in certain cases,
owing to her own internal weakness, and
the persistent maladministration of SHENG
KUNG-PAO himself, and others of the same
calibre, have dropped out of her hands. The
latest complaint of this nature proceeding
from the Chinese side, is directly the work of
SHENG himself, and is addressed to the
International Telegraphic Conference, being
held at Lisbon. Owing to the notorious
maladministration of the native telegraphs
when Manchurian administration was as far

as possible being handed back to China, the
telegraphs, which had been necessarily
worked under foreign supervision, remained
tacitly under similar control. The Chinese
Government had, in fact, no competent staff
for the purpose, nor was any request made
by their own vis inertia. A firm believer
in the traditional doctrine that the per-
quisites of office are the personal property
of the holder, and must not be enquired
into, SHENG KUNG-PAO is the champion of
the old as opposed to the modern dogma of
the responsibility of office. So this inter-
ference with what he conceives to be his own
personal monopoly has been grating heavily
on his mind. That it was entirely due to
his own maladministration, is, with officials
of the SHENG type, and unfortunately they
are still in the majority, no proper reply to
his complaint. His were the telegraphs,
and his he intended they should be for all
time, and not the Emperor himself, or what
in SHENG's mind was of far more con-
sequence, the Emperor Dowager, even if
she wished, which of course SHENG took
care by a judicious course of watering, she
should not do, had any business to enquire
as to the method in which they were con-
ducted. This, it is hardly necessary to
mention has been for all time the accepted
rule of Government in China, and SHENG
constituting himself its special champion is
only giving expression to the feelings of
nine out of every ten of the ruling class.

Another nominal Government under-
taking in which SHENG KUNG-PAO occupies
a like position is the short line of railway
from Shanghai to Wusung. As in the case
of the telegraphs, to say that SHENG is the
leading, or sole spirit in the management, is
to imply necessarily that it is bungled.
Unfortunately the line forms part of the
Nanking System, where the other day we
had occasion to refer to the disastrous effects
of this interference of implied private
rights with the financial success of the
railway in the imposition of private likin
dues on a nominally Government owned
and controlled Railway. When the late
Viceroy at Nanking, H. E. LU K'WEN-1,
arranged for the extension of the boundaries
of the Foreign Settlements at Shanghai, the
obstacle in the way was this same SHENG
SWAN-HWAI, in deference to whose control-
ling influence in the Wusung Railway, a
huge gap was left in the middle of the
amalgamated Settlement, lest, as an evil
consequence on the subject suggested, his
mismanagement of the railway should
become too apparent. Until the other day
the management of the Wusung department
of the line had effectually shut off all
municipal and public access to their line,
leaving only a small space for the admission
of passengers. As a natural effect of this,
sided by a prohibitory tariff, the traffic on
the line was of the smallest, and hardly
covered expenses. The new management
of the line after its opening to Suchow, filled
up SHENG's ditch, which had effectually
prevented access to the station and threw
it into the public road. This ditch, some
14 ft. wide, had formed the boundary of the
Settlement, up to which the Settlement
Police had patrolled. On the other side of
the ditch on the railway property watched
a body of a slightly improved native police.
As a fence had been put up along the new
boundary of the road the Settlement police
naturally resisted and made the others
reluctant to pass. When they attempted
to repeat the manoeuvre a few days after,
the foreign policeman blew his whistle, with
the result that three native policemen were
run in and taken to the station, whence the
next morning they were brought up before
the Mixed Court. As the magistrate was
not prepared to try the case, on his promise
that they should appear the next day, they
were allowed out. Of course, the affair
having evidently been arranged beforehand,
the next day no appearance was made,
notwithstanding the engagement of the
magistrate, but three mounted men, armed,
commenced, in defiance of all regulations,
to patrol the neighbouring streets. As the
foreign police have orders to arrest all
armed natives marching through the foreign
quarters, chase was immediately given and
one of the lot was captured and run in.
A demand was made for his release which
was refused, but the magistrate was given
to understand that if the men whom he had
engaged to appear did surrender, the Coun-
cil would consider the case of the other.
The case was apparently one of these at-
tempts which have lately become destructive
of all good relations to "restore China's
Sovereign Rights." Unfortunately for the
continuance of good relations, these at-
tempts, so far from partaking of the nature

of redressing wrongs, which would be wil-
lingly listened to, and if well founded,
righted; the new school partake of SHENG
KUNG-PAO's methods, and take no account
of the corresponding rights of the others.
A question of patrolling fourteen feet along
one side of a municipal road in Shanghai
has been made a pretence for encroaching
on rights surrendered sixty-two years ago
under Imperial instructions, and in ac-
cordance with the Treaty of Nanking, and
of similar character are most of the other
claims put forward for the "restoration"
of China's lapsed rights. The tale pre-
sented to the Lisbon Conference is only one
of a series, each one more preposterous than
the other. Unfortunately the intriguing
parties, who are patently trying to stir up
the old strife, are for the most part men,
like SHENG KUNG-PAO, whose position in
any other country than China would act
as a deterrent. These men had experience
that it has been mainly owing to her own
faithlessness and disregard of engagement
that it has been necessary to take the ad-
ministration of these things out of China's
own hands—necessary for the carrying on of
any intercourse whatever. Yet with all the
lessons of the past we see a return to the
old councils of Canton in the old East India
Company's days becoming, under evidently
high inspiration from Peking, once more
the order of the day.

Returning to the Shanghai incident it is
no good sign for the future relations of
China, that the man YUEN SHU-SUNG who
notoriously was the instigator of the Settle-
ment riots two years ago, so far from
meeting with disgrace, has at the instance
of the Dowager Empress been promoted
to high office, and has recently been appoint-
ed Governor of the important province of
Shantung. So long as men who have abused
their offices by such misdeeds in place of
degradation, meet with high promotion, so
long must we look upon the regeneration of
China as a thing incapable of realisation.

There were twelve plague cases yesterday,
making the total 810.

There will be a Pool Competition by the
H. K. V. R. A. to-day and to-morrow, at the
Peak Ranges.

An enquiry into the loss of the ss. "Powan,"
will be held on Tuesday at 10.30 at the Harbour
Office.

The members of the Local Self Government
Society of Kwangtung province, whose head-
quarters are in Canton, have decided to open an
exhibition of the products, manufactured and
raw, of the whole province. This Fair is to be
held in Canton and the opening date is fixed for
June 21.

The exhaustive operations undertaken by the
naval directors to recover the body of Colonel H.
Martin, of Hongkong, who was drowned in the
lake at Chusan, have been abandoned, as there
was no hope of their meeting with success. The
ships of the China Squadron which have been
visiting Japan left Yokohama on June 10th for
Weihaiwei.

Foolish people say women are not logical.
Mark how a brief tale shall put them down.
The perfect lady was charged with breaking
an umbrella over her friend's head. "What
have you to say?" quoth the magistrate.
"It was an accident, your worship." "Did
you not mean to hit her, then?" "O yes.
But not to break my umbrella."

An answer has been vouchsafed to the Im-
perial prayers. A telegram from Peking
reports that on the 11th instant the Capital
was visited by a great thunderstorm during
which copious rains fell. This, it is hoped, will
relieve the fears of farmers of the Imperial
prefecture, whose crops had been in danger of
withering away owing to the heat and drought.

They have some amusing ways in the Army.
The results of invaliding boards are reported
somewhat in this style.—"Amy Johnston,
daughter of Sgt Johnston is recommended for
change of climate to England, accompanied by
her father, mother, six brothers and sisters."
"Amy is quite a useful girl and deserves to benefit
by the change of climate and the cheerful com-
pany of her grateful family on the trip and
afterwards."

This is said to be a breakfast story of W. E.
Gladstone. It is told in Cornhill.—"At break-
fast this morning he told an excellent story
about the Duke of Cumberland and the Duke
of Cambridge's habits of swearing. Lord
Mark Kerr had sworn at some troops at a re-
view before the Queen. The Queen sent for
the Duke of Cambridge, and said he must re-
primand Lord Mark, which the Duke did as
follows: "Look here, Mark, H.M. heard you
swear, and she said she was damned if she'd
stand it!"

It is quite curious that of the American
lawyers at Shanghai, who marshalled themselves
to attack Judge Wiley, not one comprehended
the law relating to impeachments, and ignomin-
iously failed to frame a single allegation covered
by that law. There was in the van of this
colliery of lawyers the ex-Attorney General of
the Hawaiian Islands who, after filling a large
book with his testimony, was informed by the
committee that he had not stated one fact that
brought his allegations within the law of im-
peachment. It is becoming clearer why some
lawyers did not succeed in passing Judge
Wiley's examination.

The German Mail of the 20th May was
delivered in London on the 18th inst.

In connection with the recent poisoning case
in Wellington Street, when two men expired
shortly after eating a fowl, an accountant who
resided in the house yesterday was brought
before Mr. Wood at the Magistrate's on a charge
of being concerned in the death of the two men.
Detective Inspector Hanson presented and
Mr. F. W. Goldring defended. Evidence was
called, and the prisoner remanded.

The Criminal Sessions were opened yesterday
before the Chief Justice. The only prisoner was
Lung Tui, who was charged with robbery at
West Point on 23rd May on which day he with
others entered a house, bound and gagged a
woman inside, and ransacked the place. Asked
to plead, prisoner replied—"I don't know what to
say. If your Lordship has it down in writing
that I pled guilty then I must say I am guilty.
His Lordship—"It is for you to say that."
Prisoner then pleaded guilty and was sentenced
to three years' imprisonment.

Three men in a boat recently arrived at
Tsungming and presented the Chinese
Magistrate to advance them \$35 on a cheque
signed in the name "Gillan" purporting to be
payable in Shanghai. The cheque on being
sent there was found to be valueless and the
number disclosed the fact that it had been taken
from the same book as the valueless one
recently presented to the Central Stores by the
man Carus for whose arrest a warrant has been
issued by the American Consul-General.
The cheque book in question is numbered from
799001 to 799050 and residents of River Ports
would be wise to take no risks with cheques on
the Hongkong and Shanghai Bank bearing any
of these numbers.

An authoritative statement has been issued of
the Japanese case against the proposed Hein-
maten-Fukumen Railway. It lays emphasis
on the principle that one railway, near enough
to another to enter into competition with it,
must be regarded as belonging to the same
neighbourhood. The policy of the open door
does not prevent railway exploitation. But
British, Russian and American agreements
with China also forbid the construction of com-
petitive lines, while Germany's railway mono-
poly in Shantung necessitated the division of
the Tientsin-Pukou line into British and Ger-
man spheres. Historical precedent, it is added,
no less than considerations of reasonable pro-
tection, warrants the Japanese veto on the pro-
posed line in South Manchuria.

The gentry and notables of Quinsan and
Siogyang districts have sent in a memorial
signed by a large number of names to the
Governor at Soochow, complaining that since
the construction of the Shanghai-Nanking Rail-
way foreigners have been visiting their districts
in increasing numbers to hunt and shoot wild
fowl, etc. There have already been instances
where fights between Chinese and foreigners
have been averted by the nearest Chinese, but as
people cannot be so fortunate every time, the
safest way would be to put a stop to these pro-
miscuous visits of foreigners who do anything
and shoot anything they please when they are
in the country. This practice will be exceed-
ingly dangerous to the peace and good order of
the districts concerned if permitted to continue
any longer.

The directors of the Peking Syndicate have
sent a copy of the syndicate's joint consulting
mining engineers' report to the directors, dated
the 13th May, from which we take the follow-
ing extracts:—"Since our report, dated February
3, 1908, considerable development has been
made, both by additional boreholes and sinking
Nos. 3 and 4 shafts. In consequence of the
proving of good anthracite coal 17ft. thick at
a depth of 416ft. at borehole No. 12, referred to
in the said report, the energies of the staff have
been mainly devoted to proving the area in the
immediate neighbourhood of this borehole, and
sinking a shaft on this site, now known as
No. 4 shaft, and also upon the sinking of No. 2
shaft. This policy has been adopted so as to
secure an early output of coal pending the un-
watering of Nos. 1 and 2 shafts, and the
development of the other parts of the syn-
dicate's concession. In our opinion the
proofs and progress to which we have referred
are satisfactory, for they assure that a reason-
able output of good coal will be forthcoming in
a comparatively short time."

BUSINESS DEPRESSION AT
SHANGHAI.

In their latest piece-goods circular to hand
Messrs. Noel, Murray & Co. of Shanghai
allude to a newspaper article which in noticing
the quiet passing of "Selling day" the com-
ments upon the "wonderful recuperative
powers" of the Chinese and mentions some
imaginary system of co-operation whereby they
are enabled to meet their engagements.
Messrs. Noel, Murray & Co. state the actual
fact to be that "the import houses are
carrying through the foreign banks, the huge
stocks of goods now here, mostly of the fancy
variety, for the Chinese dealers, who, for
the past few years, when the market was
buoyant were able to fulfil their engagements,
by following up each transaction with orders on
a large scale. Any measure of success
they met with incited others to follow
their example, until the trade in the
newer articles of fancy goods especially
was almost entirely in the hands of men
of straw. It has now reached the climax.
By an unfortunate chain of circumstances the
market has gone against them and the con-
sequence is a general collapse. Out of four
hundred native firms who were dealing in
piece goods last year 70 per cent are absolutely
wrecked, and must have disappeared from the
scene. Those who have survived, are mostly the
men who have confined their attention to the
staple makes of grey and white cloth, the
losses on which, though not trifling, they have
been able to meet. Hundreds of thousands have
been taken out in the Mixed Court (but it is
only throwing good money after bad) to recover
the losses pending, the extent of which cannot
be ascertained until the goods are sold and
cleared. That is the situation which has to be
faced now, and a mighty serious one it is too!

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SIR ROBERT HART.

LONDON, June 19th.

Sir Robert Hart will be entertained
to dinner by the China Association on
the 7th July.

THE PRESIDENTIAL ELECTION.

LONDON, June 19th.

Mr. Taft has been nominated for the
Presidency of the United States.

PROPOSED NEW THAMES
DOCK.

LONDON, June 19th.

The Government have proposed the
construction of a dock on the north
side of the River Thames. The
extensions and dredging are estimated
to cost five millions pounds.

KOREAN NEWSPAPER TRIAL.

TOKYO, June 19th.

The trial of Mr. Bethel, the pro-
prietor of newspapers published in the
Korean language, for sedition has just
concluded at Seoul after several days
hearing. Sentence of three weeks' im-
prisonment was passed and defendant
was ordered to enter into a bond of
1000 yen, to be deposited with the
Court, for his good behaviour for six
months. Mr. Crosse, barrister, of Kobe,
defended, and the Resident General
was complainant. Judge Bourne of
Shanghai presided. The action was
instituted under an order of Council.

[REUTERS' SERVICE.]

THE OPIUM QUESTION.

LONDON, June 19th.

President Roosevelt has appointed three
commissioners to represent the United States
of America on the proposed International
Opium Commission.

OLD AGE PENSIONS.

LONDON, June 17th.

The House of Commons have passed the
second reading of the Old Age Pensions
Bill without a division.

PRESIDENT ROOSEVELT.

LONDON, June 17th.

The Chicago Convention has been opened.
Mr. Bryce, who was present as chairman
belated President Roosevelt, and described
his refusal to stand again for the presidency
as an abnegation to placing his name to
fame beside that of Washington.

[N.C. Daily News Service.]

DR. KOCH IN TOKYO.

Tokyo, June 12th.

Dr. Koch, who arrived at Yokohama on board
the P.M.S. *Siberia*, immediately came up to
Tokyo.
Twenty-eight medical and scientific societies
have arranged elaborate receptions in his
honour.

COLLISION IN THE HARBOUR.

Yesterday afternoon at 5.20 a coolie junk was
run into by the steamer "Loongseag" off Wan-
chai and as a result two coolies were drowned.
The "Loongseag" was leaving the harbour on
her way to Manila when the collision took place.
How it occurred is not very apparent yet, but
when those on board the steamer saw that a
collision was inevitable the engines were pro-
mptly reversed and the force of the impact was
lessened. The junk was not out, but swinging
alongside the steamer after being struck was
heeled over until her gunwale was under
water. The passengers clambered up the other
side, and as the accident was witnessed by those
on board several launches soon a number of these
craft were speeding to the assistance of the
unfortunate people who were all rescued with the
exception of two. One, an old woman, who
was in the front part of the junk, was
drowned, and a man met with a similar fate.
Another woman who had been under water for
two or three minutes was pulled out in a very
exhausted condition and several of the others
were injured in various ways. Thirty-two were
taken ashore on the police launches, and as none
were seriously hurt they were conveyed to Wan-
chai. The junk did not sink but was very much
waterlogged. It was towed to Causeway Bay.
The steamer was delayed for some time but
resumed her voyage before darkness fell.

CORRESPONDENCE.

THE OPIUM QUESTION.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR—It may be taken for granted that Mr.
Clement's most valuable analysis of the
opium statistics of China will be communicated
to the Colonial Office, and it is fervently to be
hoped that it will be printed as a Parliamentary
Paper and circulated for the information of the
members of the British House of Commons who
have been so grossly misled by the missionary
bodies and globe-trotting members of Parlia-
ment (who have sought the truth on the surface
of missionary wells) as to the alleged alarming
prevalence of the opium smoking habit in
China and its demoralising effects.

What impartial student of the question in
China can honestly endorse the assertions which
are referred to in the opening paragraph of
Mr. Clement's paper? They call to mind a
story told by Mr. W. E. Cooke, the *Times*
correspondent who came out to China in the late
fifties. The outcry against opium was as strong
then as it is to-day: men were even decapitated
for smoking opium. Mr. Cooke and some
friends, anxious to see for themselves the evil
consequences of the habit, had taken a mis-
sionary as a guide. They came across an old
emaciated man who could scarcely hobble along.
The missionary at once held him up as "a
horrible example." The inquirers wanted to
learn something as to the quantity of opium the
man was accustomed to smoke, and it was
promptly discovered that the man had never
smoked a pipe of opium in his life!

Still, I suppose it is not to be doubted that
"horrible examples" do exist, and in view of
the strong and emphatic assertions made by
representatives of the religious bodies, I, for
one, have had a mind open to conviction; and,
as during a residence of more than five years I
have not by hasard come across any striking
evidence of the destructive and demoralising
evils of the habit, I have purposely sought for
evidence in this Colony which Mr. Theodore
Taylor, M.P., includes among "the blackest
opium spots in China." I have visited so-called
"opium dens"—from the "first class" to the "lowest
class"—and I am simply amazed at the grossly
exaggerated ideas which are propagated about
these places. My moral sense has often been
shocked in England by the scenes which may
be daily witnessed in any large city there, in the
neighbourhood of public-houses, but I am bound
to say that I sought in vain for the sight of
anything so demoralising and bestial in the
opium dens. Instead of enfeebled and emac-
iated crowds lounging with pipes in their
mouths around the opium lamps, I saw strong-
looking, robust men, especially in the places to
which men of the coolie class resort. My moral
sense was certainly not shocked by what I saw
of the use of opium, but I may take this
opportunity of saying that I was, in one or two
instances, much surprised that the Govern-
ment should have licensed such structurally
unsuitable and insanitary hovels for a public
purpose.

That, however, is beside the main point, to
which I wish to revert for the purpose of quot-
ing the following extract from a speech which
Sir Henry Pottinger, (the first Governor of
Hongkong) after he had left China, delivered at
a meeting of the Bombay Chamber of Commerce,
fifty years ago. He said:

"I take this opportunity to advert to one
important topic on which I have hitherto
considered it right to preserve a rigid silence.
I allude to the Trade in Opium; and I now
unhesitatingly declare, in this public manner,
that, after the most unbiased and careful
observation, I have become convinced, during
my stay in China, that the alleged demoralis-
ing and debasing evils of opium have been,
and are, very exaggerated. Like all other
indulgences, excess in its use is bad and
reprehensible, but I have neither myself seen
such vicious consequences as are frequently
ascribed to it, nor have I been able to obtain
authentic proofs or information of their
existence. The great, and perhaps I might
say sole, objection to the trade, looking at it
morally and abstractedly, that I have dis-
covered or heard of, is that it is at present
contraband, and prohibited by the laws of
China, and therefore to be regretted and
disavowed; but I have striven and I hope with
some prospect of eventual success to bring
about its legalisation, and was that point
once effected, I am of opinion that its most
objectionable features would be altogether
removed. Even as it now exists, it appears to
me to be unattended with a hundredth part
of the debasement and misery which may be seen
in our native country from the lamentable
abuse of ardent spirits; and those who
so sweepingly condemn the opium trade, on
that principle, need not, I think leave the
 shores of England to find a far greater and
heating evil."

That statement, so far as it relates to the
alleged demoralising and debasing effects of
opium will be endorsed, I venture to think, by
every impartial student of the question.

Opium-smoking, I am convinced, is not a
growing habit in China—not at least in "the
blackest opium spots." Sir Henry Blake, one
of our former Governors, in the letter to *The
Times* which you reproduced a few days ago,
Sir, warned the Government that the effect of
their instructions to close opium dens would
be to change the stimulant of the people from
opium to alcohol. Personally I think the change
will come soon enough without bigger impetus.
Whoever takes the trouble to inquire will find
that among the younger generation there is
not much inclination towards opium, but that
a strong preference is developing for alcohol,
and I think this tendency must have been very
apparent to those who are developing a brewing
industry in Hongkong.—Yours truly,

ANTI-HUMBUG.

THE CITIZENS' FIRST DUTY.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR—If, as your correspondent says, a
citizen's first duty is to be ready to fight for
his country, may I invite volunteer rat-catchers
Hongkong is at grips with an invasion of the
plague-bearing rodents; the Government's re-
gular forces (the rat coolies) are unable to cope
with the on-ny; every able-bodied citizen ought
to qualify as a rat-catcher.—Yours truly,
ARMA VIRUMQUE.

price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

JOHN JAMESON'S
THREE STAR
WHISKEY
PURE POT STILL.
Famous for 100 YEARS.
JOHN JAMESON and SON, LIMITED, DUBLIN.
Distillers to H.M. the King.

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10 & 12, Place de la Bourse,
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SECURITIES issued by
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Municipalities offering
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To be purchased for cash or on the
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Resulted Drawings in English. Half of the drawn Bonds advertised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Service continued until last Bond drawn. All transactions confidential.

THORNE'S
OLD VAT
PER CASE \$15

THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF CHESHAM AND HAS BEEN SOLD AS SUCH SINCE 1831.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
At 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

SANTAL MIDY
These tiny Capsules—superior to Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY.
FOR DISEASES OF THE URINARY TRACT.
GRIMAULT'S SYRUP
OF HYPOPHOSPHITE OF LIME.
Prescribed in France for the last 30 years. It retains its reputation for consumption, osteitis, coughs, croup, diphtheria, etc. CHATELAIN, LONDON, and BARNARD, TUNIS.

A SAFE REMEDY FOR ALL
SKIN AND BLOOD DISEASES
If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture
IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCORFULA, SCURVY, ROZEMIA, BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, SORES OF ALL KINDS. It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic pains, for it removes the cause from the blood, and tones it.

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected by it. TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48 Bridge Street Row, Chester, writes: "Just a line in favour of Clarke's Blood Mixture. I had sores, for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of my gratitude to your wonderful 'Clarke's Blood Mixture.'"—Jan 31, 1908.

Clarke's Blood Mixture is sold by all Chemists and Patent Medicine Vendors throughout the World.

BEWARE OF worthless imitations and substitutes.

WHAT HAPPENED ON "THE RAJAH OF SARAWAK."

THE SECOND MAN'S STORY.
The "Rajah of Sarawak" is one of the best known steamers sailing out of the port of Singapore, and, as almost goes without saying, for her name tells as much, her cruise is to that portion of Borneo where Sir James Brooke, the famous British Rajah, ruled in days gone by. The second mate of this romantically named vessel is Mr. James Keating. He lives on board his ship even when she is in port, so that anyone anxious to obtain confirmation of the facts here set forth will need to address him there. Just simply—James Keating, Esq., S. S. "Rajah of Sarawak," Singapore—that is all.

"It was two years ago that I commenced to get indigestion," said Mr. Keating, "and at the same time, on and off, I used to feel pains in the shoulders and back and also in the kidneys. The back aches were worse when I stooped down. I could eat very little food just then, and what I did eat seemed to do me no good. I always felt a sort of fullness of the stomach, which was very uncomfortable. In addition to these already distressing symptoms I was troubled greatly with constipation, and frequently had attacks of biliousness and dizziness, my tongue was furred, my breath was offensive, I always had a nasty bitter taste in my mouth; wind on the stomach caused me persistent inconvenience."

"I tried medicines but they did not help me for long, so after I had been suffering for about a year, through reading the wonderful cure in the newspaper, I thought I would give Dr. Williams' Pink Pills a trial. After taking a few of these pills I felt great relief, so I continued to take them until I had finished three bottles, and by that time I was completely cured. The pains in my kidneys and in my back, and shoulders had gone, I could eat almost any food, in fact I felt like a new man. I am now 65 years old, yet I feel as lively as a young man again. I have great faith in Dr. Williams' pink pills; they proved such a wonderful cure to me, and am always recommending them to my friends. You are quite at liberty to make whatever use you please of this testimony. I give it willingly so that it may be published for the benefit of other sufferers."

The fact should never be overlooked that these pills, so highly praised by Mr. Keating, as by the hundreds of other grateful cured people all over the world, are no "quack" medicine, but, on the contrary, represent the life-work of a thoroughly qualified and greatly gifted physician—an M.D. of Edinburgh University, Scotland. As a remedy for liver disorder, indigestion, malaria, headaches, anæmia, rheumatism, neuralgia, paralysis, beriberi, exema, boils, skin eruptions and the special ailments which trouble ladies between youth and middle-age Dr. Williams' Pink Pills for pale people are world-renowned, and men broken down by overwork, fever, dysentery, or other causes are speedily restored by their use. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., Singapore, who send one bottle for one dollar and a half or six for eight dollars, post free to any address.

JOINT STOCK SHARES.

Messrs Vernon & Smyth say in their weekly share report, dated Hongkong 19th June 1908:—Our market has ruled very quiet during the past week, and apart from an advance in Banks (to some extent since last) closes practically without feature, and with but little business to report. Exchange in sympathy with an advance in Bar Silver to 25½, firmed up and closes at 171½ T.T. on London, and 74½ T.T. on Shanghai.

BANKS.—An advance of 30/- per share in the early part of the week sent Hongkong and Shanghai up to \$700, at which rate a fair business was done, the close however a sale at \$755 is reported, and it is probable that more shares could be obtained at that rate. The London quotation is £78, 10/- 0. Nationals are still required for at \$51.

MARINE INSURANCES.—Unions are slightly easier with sellers at \$700. There are sellers of North China at Tls. 72; Yangtzes at \$147½, and Cantons at \$235. China Traders continue in request at \$86½.

FIRE INSURANCES.—Hongkongs have sold, and are still in request at \$315. Chinas have been booked at \$93, and more shares can be placed. SHIPPING.—Hongkong, Canton and Macao have ruled steady with sales at \$20 and \$24, and close with buyers at the former, and sellers at the latter rate. Indo-Chinas are procurable at \$40 and \$32 for the preferred and deferred combined. A telegram to the General Managers informs shareholders that the annual General Meeting will be held in London on the 25th June. It is proposed to pay a dividend of 6 per cent. on the preference shares only, to write off £26,880 for depreciation of the vessels of the fleet, and to carry forward the balance of £13,750. The reserve fund will then stand at £10,000, and the underwriting account at £240,000. Chinas and Macao continue on offer at \$15, and Star Express at \$25 and \$15 for the preferred and deferred respectively. Small Transports have been booked at 48s, and Douglas at \$37, \$31 and \$36, the latter closing with buyers at \$35.

REFINERIES.—China Sugars have sold and are procurable to a limited extent at \$132½. Luxums are probably obtainable at \$22.

MINING.—Ranb after sales at \$8 and \$7½ are now on offer at the latter rate. Charbonnages are still in request at \$570, but no shares appear to be available at the rate.

DOCKS, WHARVES AND GONDOLAS.—Hongkong and Whampoa Docks have been booked at \$107, \$108, \$105 and \$104, closing with probable sellers at the latter rate. Hongkong and Kowloon Wharves are again slightly easier with sellers at \$51 after sales at \$52 and \$51½. Shanghai Docks have suddenly declined to Tls. 30 at which rate there are sellers in Shanghai. This Company, according to private telegraphic advices, will pay a final dividend of Tls. 2½ per share, making Tls. 5 for the year, and it is no doubt due to a disappointment in this connection that the market in the north has so suddenly dropped. Shanghai and Hongkong Wharves are again firmer in the Northern Market at Tls. 238 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue on offer at \$99, and West Point at \$48. Kowloon Lands have been booked at \$26, and it is probable that more shares could be placed. Hongkong Hotels continue on offer at \$95. There are buyers of Humphrey's Estates at \$10, and of Shanghai Lands at the advanced rate of Tls. 124.

CORPORATE MINES.—Hongkongs have been dealt in at the improved rate of \$11. The Northern Mills are practically without change, and there is no business to report.

MISCELLANEOUS.—Green Island Cements have again been booked at \$10½, and China Light and Powers at \$8½. Irons are wanted at \$2½ after sales at the rate. There are buyers of China Providents at \$91, Ropes at \$25, South China Morning Posts at \$23, and Hongkong and China Gw at \$175. Tramways, Watsons and Steam Landries are quiet with sellers at quotations. Weissmanns are enquired for at \$150.

THE "INDOMITABLE."

There is reason to believe that the Prince of Wales will travel to Canada for the Tercentenary Celebrations in the new Dreadnought cruiser "Indomitable" thus rendering the voyage across the Atlantic one of the most remarkable incidents in connection with navigation that has happened for some years past. The "Indomitable" is unique in the world's fleet—unique in her defensive qualities, her gun power, and her speed. She is the lightest of the Dreadnoughts, and embodies the same revolutionary features, being constructed on the lines to provide against destruction by mines or torpedoes, driven by turbines and armed on the all-big-gun principle which has been adopted by the world.

The "Indomitable" is the swiftest man-of-war—apart from torpedo craft—in the world. She was designed for a speed of twenty-five knots, a remarkable rate of travelling to expect from a vessel of such huge dimensions and carrying an armament of devastating power. She has been provided with Parsons' marine turbines, similar in design to those which have proved so successful in the Dreadnought. She was designed for a horse-power of 41,000. Although all official details are still withheld, it is understood that on the measured mile on the Clyde she actually attained a speed equivalent to twenty-eight knots, or about thirty-two land miles. This is the most remarkable result yet obtained in a large turbine-propelled ship, and will cause the "Indomitable" to be a great favourite to the Canadian voyagers.

The vessel has exceeded her designed speed on her continuous runs, but by how much is not known. In all the world's fleets, the "Indomitable" stands alone. She combines a higher speed than has been obtained hitherto even in British cruisers, with twice the effective big gun fire of foreign battleships built prior to this Dreadnought. She brings to bear the same broadside as the Dreadnought. Her main particulars are as follows:—

Displacement (tons) ...	17,250
Length (feet) ...	530
Breadth (feet) ...	73½
Draught (feet) ...	26
Coal capacity (tons) ...	2,000
maximum ...	1,000
Coal capacity (tons) normal ...	1,000
Armaments ...	8 12in guns.
... ..	16 4in guns.
Speed (continuous) ...	25 knots.
Cost about ...	£1,900,000

The eight 12in. guns are mounted in four turrets, all of which can be brought to fire on either broadside, thus discharging simultaneously projectiles weighing 6,800lb, which is equivalent to upwards of three tons with a combined muzzle energy sufficient to lift 318,744 tons one foot. These huge weapons can be operated with the ease of rifles, so absolutely are they under control.

In one other respect the Indomitable marks an advance on the Dreadnought, namely, the armament carried for repelling attacks by torpedo craft. The Dreadnought is provided with the new 12-pounder gun of 18 cwt, whereas the "Indomitable" mounts the 4in breechloading gun, which has given such excellent results. This weapon is very rapid in action, and fires a 25lb projectile. On the other hand, while the Dreadnought has twenty-six of the smaller pieces, it has been possible to give the "Indomitable" only sixteen of the larger guns. Two of these 25-pounders are mounted on each turret, and four on each shelter deck.

The "Indomitable" has just finished a series of gunnery trials of a most exhaustive character in the English Channel, and they proved entirely successful. Three rounds with full charge and one round with reduced charges were fired from each 12-inch gun, and each turret fired one simultaneous round from both guns at extreme elevation, with the recoil shortened. The mountings stood this severe test very successfully, and the hydraulic system exposed very few leaky joints. Four rounds with full charge were fired from each of the 4-inch guns, and very severe tests were applied individually to various details of the turret system, and with the best results. It was found that the turret of the ship withstood the tremendous strain due to the firing of these huge weapons admirably, and no damage was done. On the other hand, the blast from the 12-inch guns firing an 850lb shell, with a charge of 325lb of cordite, was tremendous, and one outer, resting comfortably at its davits, after the blast from the 12-inch guns on a fore and aft bearing, was discovered on the deck in numerous pieces—required beyond repair. The boats carried for the gun trials were old ones, and no importance is attached to such destruction, as it is unlikely that the "Indomitable" would go into action with her boats at their davits.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—21st June. 1st Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) (Full Choir). Responses, Feriat; Venite, Barnby; Psalms, of the 21st morning; To Deum, Gadsby in E flat; Benediction, Gadsby in G major. 2nd Sunday after Trinity. Holy Communion (12 noon) Kyrie, Barnby in E; Hymns, 160 and 169. N.B.—Psalms 105, Verses 1, 2, 7, 8, 32, 33, 34 in unison. 1st hymn 100, Verses 2 and 4. Evening Song (6.45 p.m.) Responses, Feriat; Psalms, of the 21st evening (11); Magnificat, Smart; Nunc Dimittis, Woodward (14th even); Hymns, 162, 200 and 12.

St. Peter's Church, Queen's Road West.—1st Sunday after Trinity. Morning Prayer 11 a.m. Venite, Barnby; To Deum, Russell; Hymns, 9, 52, 103 and 227; Kyrie, Holy Communion 12.15. Evening Prayer, 6.30. Magnificat, Woodward; Nunc Dimittis, Farrant; Hymns, 66, 106, 415 and 347.

The Church Lough, Day evening, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 6.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the lights are free and unappropriated. Visitors welcome. Books, &c., provided.

Sunday School 10—10.45 a.m. Union Church, Kennedy Road. Minister:—Rev. C. H. Hickling. 11 a.m. Worship. Hymns 109, 541 and 123, Psalms 110 (Westminster), Anthem "What are these?" (Tanner). Subject "What is central in Christianity?" 7 p.m. Worship. Hymns 209, 196, 234 and 216. Psalm 84 (St. David). Subject—"What is our Handicap?" Friday 8 p.m. Christian Endeavour Society. Subject—"The Bottom-dog" and his Comforters.

St. Joseph's Church, Garden Road (Roman Catholic). Mass, Benediction and Sermon in English, at 10 a.m. St. Andrew's, Kowloon.—(Robinson Road, near British School). Sunday.—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m. Wednesday.—Shrovetide Evening Prayer and address, at 6 p.m.; Congregational practice of Hymns, &c at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Services. Appropriated sittings are reserved up to that time only. Churching before or after any of the services, and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer, and Meditation.

At St. Andrew's Church, Kowloon, to-morrow, morning Prayer and Sermon at 11 a.m. attended, if the weather permits, by the Church party of R. F. Sumpster, Middlesex Regiment, as their Parade Service. Evening Prayer and Sermon at 6 p.m. with an administration of Holy Communion immediately following. The afternoon children's Services are suspended for the Summer.

CASTAWAYS.

The Brazilian training ship Benjamin Constant (2,500 tons), which arrived at Yokohama from Honolulu on June 3, had on board twenty Japanese from Wake Island. When the ship was passing near the island on the 20th ultimo, a red flag was hoisted. Captain Gomes Pereira, commander of the training ship, ordered a boat to be lowered, and a relief party was sent to the island. With considerable difficulty twenty Japanese were rescued during the succeeding four days. When rescued the men were found to have subsisted on fish for some months past and they were almost devoid of clothing. The men were well treated at the hands of the crew, and brought to Yokohama and handed over to the Water Police. Inquiries by the police elicited the fact that towards the end of 1906 a Mr. Kanazaki, of Yokohama, organized a party of twenty men and sent them out to Wake Island by the sailing ship "Yanaka Maru" (30 tons) for the purpose of outlying albatross. The men were left on the island under a foreman named Nishikawa, with foodstuff enough to last for a year. Towards the end of last year sixteen men were sent to the island to relieve the party. On the arrival it was discovered that sixteen out of the twenty left on the island on the previous trip were dead. The fresh batch was landed with some food, and the sailing ship left for home. The provisions gradually ran out and hunger forced the adventurers, the majority of whom must have shared the same fate as those who preceded them, had they not been rescued and brought home by the Brazilian sloop.—The Japan Herald.

Wake Island is a lonely coral atoll in the Pacific Ocean, lying just South of the Tropic of Cancer, and close to the 170 degrees longitude East of Greenwich.

For the necessary cleaning of the Teeth you will find it so satisfactory and so nice to use

Calvert's
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F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET. BEETHAM'S **Garola**. REMOVES ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING and REFRESHING during the summer months. 1/6, 1/3, and 2/6 each. BOTTLED BY M. BEETHAM & SON, Cheltenham.

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APIOL & STEEL
PILLS
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A most valuable remedy for all irregularities. Thousands of ladies keep a box of Martin's Pills in their homes, so that on the first signs of any ailment of the system, the system may be administered. Those who use these pills will find them to be the most reliable and most effective. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

Fever Dietary.
Owing to its easy absorption, LEMCO is of great value in fever cases. Doctors recommend it by itself and mixed with milk.

LEMCO has proved over and over again to be the only food a patient could retain, and we have letters from numbers who have practically lived on it till strength to digest more solid food returned. It is also, of course, pure and safe.

The genuine
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LIGHT WATER-TUBE BOILERS
Specially adapted for every purpose requiring extreme Lightness and Portability.
1 H.P. up to 300 H.P.

Supplied in batteries where more than 200 H.P. required.
Arranged for burning Wood, Coal or Oil Fuel.
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NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May, 1908.

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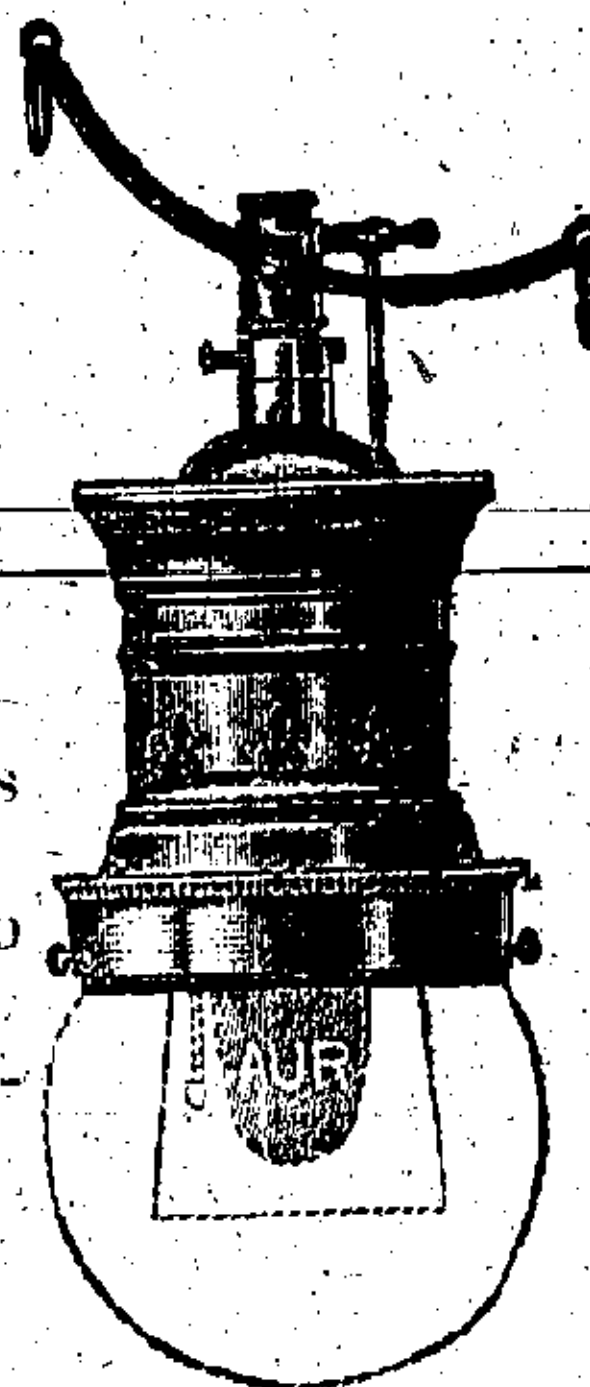
should be in every home as well as in every hospital.
When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

THE LUNING
QUESTION FOR EVERY
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REMEMBER, THERE IS
NO LIGHT SO GOOD OR SO
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MADE



Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.

THE WONDERFUL WELSBACK KERN BURNER No. 3 will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach-made Mantles is lightest, and the fabric is strongest—There are no Mantles so good as Welsbach.

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ON SALE
A TABLE OF THE
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AT HONGKONG

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;
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Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE—A Wineglassful in the morning before Breakfast.

SHIPPING.

ARRIVALS.

CHONGKING, British str., 19th June—Canton.
 Fookang, British str., 19th June—T. A. Mitchell.
 19th June—Mojl 14th June, General—
 Jardine, Matheson & Co.
 HANGSANG, British str., 19th June—Canton.
 HANGSANG, British str., 771, J. Jensen, 19th
 June—Touane and Quinon 16th June,
 Rhoad Sugar—Jensen & Co.
 INDRAPURA, British str., 3,152, Kelway, 18th
 June—New York 26th April, General—
 Jardine, Matheson & Co.
 MANDARIN MARU, Japanese str., 4,552, U.
 Nagatsu, 19th June—Kuchindou 19th
 June, Coal—Mitsui Bussan Kaisha.
 NANSANG, British str., 4,035, P. M. B. Lake,
 18th June—Calcutta via Straits and Sing-
 apore 13th June, General—Jardine, Mathe-
 son & Co.
 SINGAPORE, British str., 1,047, F. Jamieson, 19th
 June—Haiphong and Hobeu 18th June,
 General—Butterfield & Swire.
 TAMING, British str., 1,346, A. Somerville,
 19th June—Manila 13th June, General—
 Butterfield & Swire.
 TRIESTE, Austrian str., 3,305, S. Chinnak, 19th
 June—Kobe and Shanghai 18th June,
 General—Sander, Wieler & Co.

CLEANANCES.

At the Harbour Master's Office.
 18th June.
 Andalusia, German str., for Singapore.
 Indrapura, British str., for Shanghai.
 Rubi, British str., for Manila.
 Stenor, British str., for Shanghai.

DEPARTURES.

19th June.
 BRUX, French cruiser, for Shanghai.
 CHUYEN, Chinese str., for Shanghai.
 CHOISSE, German str., for Bangkok.
 HANNU, British str., for Coast Port.
 HANOI, French str., for Kwang Chow Wan.
 LONGSUNG, British str., for Manila.
 MAUSANG, British str., for Sandakan.
 SHANTUNG, German str., for Java.
 SHANGHAI, British str., for Haiphong.
 THURM, German str., for Haiphong.
 YEROSHU MARU, Japanese str., for Singapore.
 YETORU MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.

The British str. Fookang reports: Strong
 S.W. wind and rain throughout.
 The British str. Namsang reports: Light
 southerly winds, smooth sea, showery fine
 weather.
 The British str. Singan reports: Light
 southerly winds, cloudy fine weather.

VESSELS IN DOCK.

ABERDEEN DOCK.—Progress.
 Kowloon Dock—Sergogon, Fume, Court-
 field, Andia, Sumatra, Woodcock.
 COSMOGRAPHY DOCK.—G. Apear, Cheangchen.

VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS, LD.
 FOR LONDON AND ANTWERP.

THE Steamship
 "CARDIGANSHIRE"
 Will be despatched for the above Ports TO
 DAY, the 20th June, 1908.
 To be followed by the Steamship
 "CARNARVONSHIRE"
 sailing on or about 10th July, 1908.
 For Freight or Passage, apply to
 SHEWAN TOMES & CO.,
 Agents.
 Hongkong, 12th June, 1908. 865

AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.
 STEAM FOR
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 Calling at SINGAPORE, PENANG,
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 ADEN, SUZ and PORT SAID.
 Taking Cargo at through rates to the Red Sea
 to PERMAN GULF, RNU Sea, BLACK
 SEA, LEVANT, GULF and ADRIATIC
 PORTS.

THE Company's Steamship
 "TRIESTE"
 Captain S. Chinnak, will be despatched as above
 TO DAY, the 20th June, P.M.
 This steamer has splendid accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight
 apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 11th June, 1908. 3

EASTERN AND AUSTRALIAN STEA-
 MSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN, and QUEEN-
 SLAND PORTS, and taking through Cargo
 to ADELIADE, NEW ZEALAND
 TAIWAN, &c.
 THE Steamship
 "ALDENHAM"
 Captain St. John George, will be despatched
 as above on THURSDAY, 25th inst., at
 NOON.
 This well-known Steamer is specially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which secures the supply of Fresh Provi-
 sions, ice, &c., throughout the voyage.
 This Steamer is installed throughout with
 the Electric Light.
 A Stewardess and a duly qualified Surgeon
 are carried.
 N.B.—To assure the additional comfort of
 passengers the steamers of the Company have
 electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 10th June, 1908. 849

JAVA-CHINA-JAPAN LINE.
 FOR BATAVIA, CHERIBON,
 SAMARANG, SOERABAYA,
 AND MACASSAR.
 Taking cargo to all ports in Netherlands India
 on through Bill of Lading.

THE Steamship
 "TJILATJAP."
 Captain P. J. van Emmerick, will be despatched
 for the above Ports on or about the 27th June.
 For information as to Freight and Passage,
 apply to the
 Head Agent of the
 JAVA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 10th June, 1908. 973

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "n," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHEWAN, TOMES & CO.	To-day.
LONDON & ANTWERP	PALEMO	Brit. str.	—	A. J. Valentini	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP	ABACADIA	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP	DOERMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 13th July.
LONDON & ANTWERP	ISTRIA	Ger. str.	k.w.	Leuning	HAMBURG-AMERICA LINE	On 28th July.
LONDON & ANTWERP	SAKONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 8th August.
LONDON & ANTWERP	TOKIN	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
LONDON & ANTWERP	HAKATA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 24th inst., at D'light
LONDON & ANTWERP	SIAM	Dan. str.	—	N. Nielsen	MELCHERS & CO.	Beginning of July.
LONDON & ANTWERP	WAKASA MARU	Jap. str.	—	Girtenbrun	NIPPON YUSEN KAISHA	On 8th July, at D'light
LONDON & ANTWERP	BRISAVIA	Ger. str.	k.w.	Rud. Meyer	MELCHERS & CO.	On 23rd inst.
LONDON & ANTWERP	KINSE	Ger. str.	—	S. Chinnak	MELCHERS & CO.	On 1st July, at Noon.
LONDON & ANTWERP	TRIESTE	Aus. str.	—	—	SANDER, WIELER & CO.	To-day, P.M.
LONDON & ANTWERP	OCHANO	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 25th inst.
LONDON & ANTWERP	EMPEROR OF JAPAN	Monteale	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th July, at Noon.
LONDON & ANTWERP	KAGA MARU	Jap. str.	2 m.	G. S. Lapack	CANADIAN PACIFIC R. Co.	On 23rd inst., at 4 P.M.
LONDON & ANTWERP	TRIMONT	Am. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA	On 1st July.
LONDON & ANTWERP	TOKA MARU	Jap. str.	—	J. Nagao	DOUGLASS & CO., LTD.	On 7th July, at 4 P.M.
LONDON & ANTWERP	ALDENHAM	Brit. str.	1 m.	St. John George	GIBB, LIVINGSTON & CO.	On 25th inst., at Noon.
LONDON & ANTWERP	CHANGSHA	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at 5 P.M.
LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	W. von Sonden	MELCHERS & CO.	On 18th July, at Noon.
LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
LONDON & ANTWERP	CURONIA	Rus. str.	—	—	MELCHERS & CO.	About 5th July.
LONDON & ANTWERP	FUKUKU MARU	Jap. str.	—	W. Itte	OKASA SHOSHIN KAISHA	On 25th inst., at Noon.
LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	W. von Sonden	MELCHERS & CO.	About 28th inst.
LONDON & ANTWERP	KAWACHI MARU	Jap. str.	—	H. Poterens	NIPPON YUSEN KAISHA	On 27th inst., at D'light
LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
LONDON & ANTWERP	TYNDOS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP	AMIRAL EXELMANS	Freest.	—	J. Millett	JARDINE, MATHESON & CO., LD.	On 25th July.
LONDON & ANTWERP	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	P. & O. S. N. Co.	To-morrow, at Daylight
LONDON & ANTWERP	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP	ISTRIA	Ger. str.	k.w.	Williams	HAMBURG-AMERICA LINE	To-day.
LONDON & ANTWERP	LIANAN	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
LONDON & ANTWERP	HANGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
LONDON & ANTWERP	KWONGSANG	Freest.	—	Lemmonier	MESSAGERIES MARITIMES	On 23rd inst., at Noon.
LONDON & ANTWERP	NAMBAK	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	About 22nd inst.
LONDON & ANTWERP	SHANGHAI	Brit. str.	—	T. H. Hild, R.N.	BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
LONDON & ANTWERP	CHONGHUN MARU	Jap. str.	—	T. Suruga	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	PEKONIA	Rus. str.	—	H. Pybus	OKASA SHOSHIN KAISHA	On 28th inst., at 9 A.M.
LONDON & ANTWERP	SAKONIA	Ger. str.	k.w.	Habel	MELCHERS & CO.	End of June.
LONDON & ANTWERP	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	HAMBURG-AMERICA LINE	On 30th inst.
LONDON & ANTWERP	NUBIA	Ger. str.	—	F. J. Fox	MELCHERS & CO.	About 1st July.
LONDON & ANTWERP	WAKAMIYA MARU	Jap. str.	—	T. Yamawaki	P. & O. S. N. Co.	About 4th July.
LONDON & ANTWERP	TIMAH	Dut. str.	—	de Brouwers	NIPPON YUSEN KAISHA	On 6th July.
LONDON & ANTWERP	SHOSHU MARU	Jap. str.	—	I. Ichii	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP	DAIYU MARU	Jap. str.	—	I. Sakurai	OKASA SHOSHIN KAISHA	On 24th inst., at D'light
LONDON & ANTWERP	SHAOHUNG	Brit. str.	1 m.	Robertson	OKASA SHOSHIN KAISHA	To-morrow, at 10 A.M.
LONDON & ANTWERP	HAIOHUNG	Brit. str.	2 m.	Pasmore	BUTTERFIELD & SWIRE	On 22nd inst., at 8 A.M.
LONDON & ANTWERP	SEWANG	Brit. str.	1 m.	Jameson	DOUGLASS & CO., LTD.	On 23rd inst., at 3 P.M.
LONDON & ANTWERP	RYU	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
LONDON & ANTWERP	TAKING	Brit. str.	1 m.	A. W. Outerbridge	SHEWAN, TOMES & CO.	To-day, at Noon.
LONDON & ANTWERP	YUENANG	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
LONDON & ANTWERP	ZAFIRO	Brit. str.	1 m.	Rodger	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon.
LONDON & ANTWERP	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 8th July, at 4 P.M.
LONDON & ANTWERP	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & CO.	About End of June.
LONDON & ANTWERP	TAKAKAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 1st July.
LONDON & ANTWERP	CATERPINE AYCAR	Brit. str.	—	W. D. A. Thomas	DAVID SARGON & CO., LTD.	On 23rd inst., at 3 P.M.
LONDON & ANTWERP	FOOKANG	Brit. str.	—	B. Aegami	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon.
LONDON & ANTWERP	SHIETORO MARU	Jap. str.	—	P. J. van Emmerick	OKASA SHOSHIN KAISHA	On 25th inst., at Noon.
LONDON & ANTWERP	THILATAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	About 27th inst.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STRAINS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. T. Mural, Tons 6161 WAKASA MARU, Capt. N. Nielsen, Tons 6285	WED. DAY, 24th June, at Daylight WED. DAY, 8th July, at Daylight
VICTORIA, B.C., and SEATTLE, WASH.	KAGA MARU, Capt. G. S. Lapack, Tons 6301 TOKA MARU, Capt. J. Nagao, Tons 5823	TUESDAY, 23rd June, at 4 P.M. TUESDAY, 7th July, at 4 P.M.
YOKYACHI, SHIMIDZU and YOKOHAMA	NIKKO MARU, Capt. T. Harrison, Tons 5539 KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 10th July, at Noon FRIDAY, 7th August, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAWACHI MARU, Capt. H. Poterens, Tons 6101 TAKAKAKI MARU, Capt. A. Mocker, Tons 4746 WAKAMIYA MARU, Capt. T. Yamawaki, Tons 4723 KUMANO MARU, Capt. N. Mathieson, Tons 5076	SATURDAY, 27th June, at D'light WED. DAY, 1st July, at Noon MONDAY, 6th July, at Noon WED. DAY, 8th July, at Noon

Calling at Koolung.
 Fitted with Marconi's System of Wireless Telegraphy.
 Through Passengers/Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. 358

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAINS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CURONIA"	About 5th July.

For Further Particulars, apply to

MELOHRS & CO.,

AGENTS. 6

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* TREMONT	3,606	T. W. Garlick	On 1st July.
* SUVERIC	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 19th August.
* SHAWMUT	9,008	E. V. Roberts	On 12th September.

† Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 10th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE" Capt. Lemmonier	About 22nd June.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lauoulin	On 6th July, P.M.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Broc	On 7th July, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

Queen's Building. 2

Hongkong, 16th June, 1908.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA."
 Captain A. L. Valentini, R.N., carrying His
 Majesty's Mails, will be despatched from
 this for Bombay &c. on SATUR-
 DAY, the 27th June, at Noon, taking
 passengers and cargo for the above ports
 in connection with the Company's steamer
 "MOOLTAN," 10,000 tons, from Colombo, pas-
 senger accommodation in which vessel is
 secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and
 Tea for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding to Marseilles and London, other
 cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. "PENINSULAR,"
 due in London on the 8th August, 1908.
 Parcels will be received at this Office until
 4 P.M. the day before sailing. The contents
 and value of all packages are required.
 For further particulars apply to
 F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 15th June, 1908.

THE AMERICAN AND ORIENTAL

LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

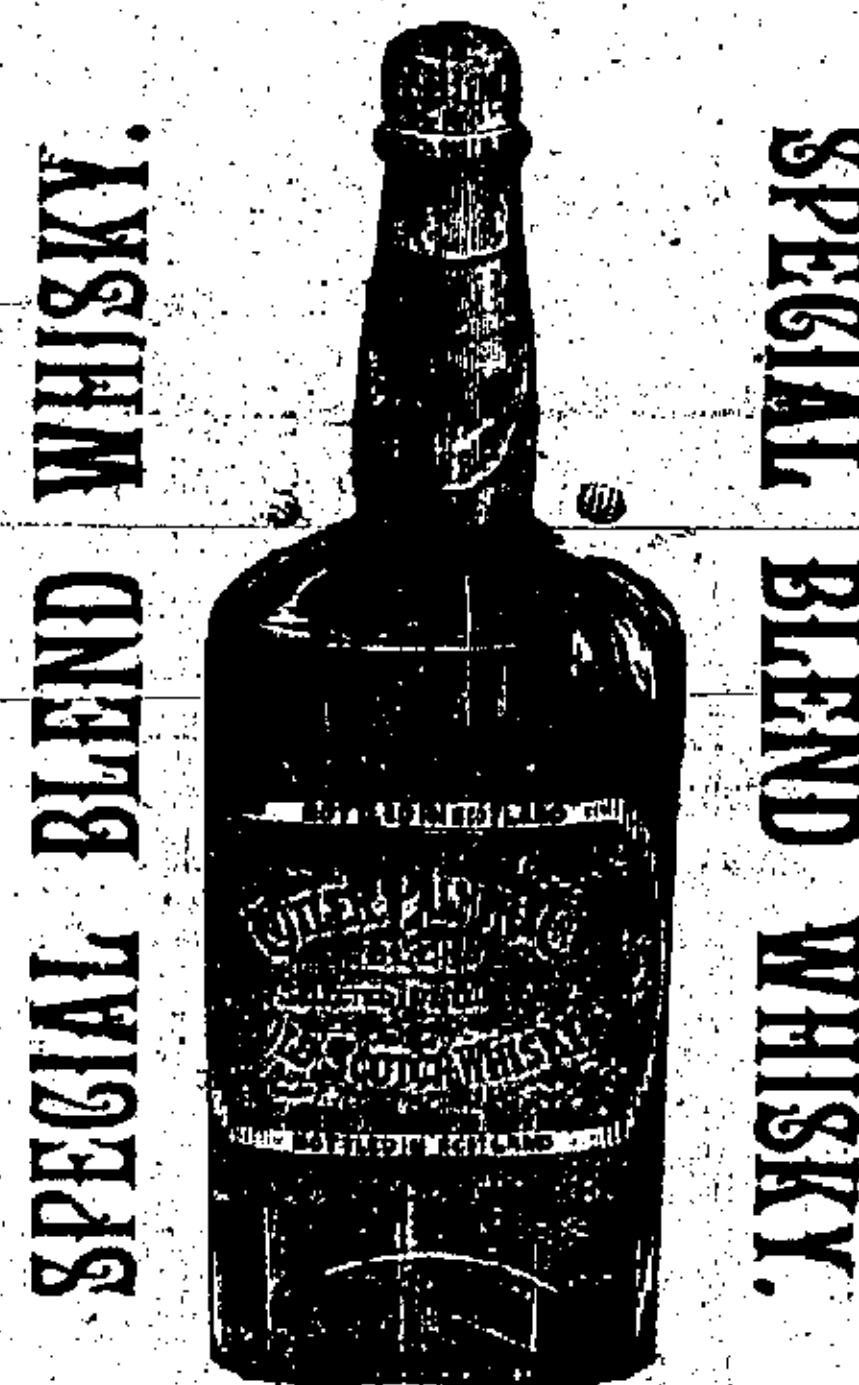
THE Steamship

"OCEANO,"
 will be despatched for the above Ports on
 or about THURSDAY, the 25th June.
 For Freight apply to
 ARNOLD KARBURG & Co.,
 Agents.
 Hongkong, 13th June, 1908. 893

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
 sale daily at the following stores:—
 KOWLOON BOOK STALL, Ferry Wharf.
 Messrs. H. RUTON & SONS, Kow-
 loon Store, No. 30, Elgin Road.
 Messrs. HUNG CHEONG, Elgin Road.
 Mr. AH YAU, Hongkong Ferry Wharf Stall.

Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

A truly Ven-
 erable, health-
 giving, and
 a most agreeable
 method of obvi-
 ating the effects of

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and MARSEILLES	PALESTINE Capt. J. B. Ferguson	About 23rd June	Freight only.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.	About 25th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA Capt. A. L. Valentini	Noon, 27th June	See Special Advertisement.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NUBIA Capt. F. J. Fox	About 4th July	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SHANGHAI and CHINKIANG	"LINAN"	On 20th June, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 22nd June, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 22nd June, 8 A.M.
SHANGHAI and CHINKIANG	"SHANSHI"	On 22nd June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBONGA, THURE, DAY ISLAND, COOKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 27th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.For Freight or Passage, apply to—
Hongkong, 20th June, 1908.BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	About Friday, 26th June
KUDAT & SANDAKAN	"BORNEO" Capt. F. S. S. S. S.	End of June.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. RUD. MEYER	Wednesday, 1st July, at Noon.
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. BINDER	About Wed'day, 1st July.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 16th July, at 5 P.M.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th June, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO SAIL
TIENTSIN via SWATOW	"CHEONGSHING"	Sunday, 21st June, D'light.
CHIEFOO	"HANGSANG"	Sunday, 21st June, D'light.
SHANGHAI via SWATOW	"NAMSANG"	Monday, 22nd June, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUNGSANG"	Tuesday, 23rd June, Noon.
SHANGHAI	"YUENSANG"	Friday, 26th June, 4 P.M.
MANILA	"FOOKSANG"	Saturday, 27th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 3rd July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNGSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.
Telephone No. 61
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 20th June, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 20th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June	FOR HAVRE & BREMEN: S.S. DORTMUND ... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 30th June	S.S. ISTRIA ... 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	S.S. SAXONIA ... 9th Aug

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVING HONGKONG	ARRIVING VANCOUVER
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	SATURDAY, 4th July	25th July
"MONTEAGLE" 6,100 " "	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000 " "	SATURDAY, 25th July	18th Aug.
"GLENFARG" 3,700 " "	SATURDAY, 8th Aug.	6th Sept.
"LENNOX" 3,700 " "	WEDNESDAY, 9th Sept.	8th Oct.
"EMPERESS OF INDIA" 6,000 " "	THURSDAY, 24th Sept.	12th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the C.P. NEW PALATIAL "EMPERESS" steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class ... via Canadian Atlantic Port or New York \$271.10
Intermediate on Steamers ... \$40, " " 242,
and 1st Class Railways ...First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian, Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Misses and Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Paddar Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S. S.S.	LEAVING
TAMUI via SWATOW & AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 21st June, at 10 A.M.
ANPING via SWATOW & AMOY	"SHOSHU MARU" Capt. I. ICHI	WED'DAY, 24th June, at Daylight.
SOURABAYA (DIRECT)	"SHIBETORO MARU" Capt. B. ATSUMI	THURSDAY, 25th June, at Noon.
KOBE via ANPING	"FUKUSHU MARU" Capt. T. ITO	FRIDAY, 26th June, at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SORUGA	SUNDAY, 28th June, at 9 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Ample, Uninterrupted Table
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th June, 1908.

T. ARIMA, Manager.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL AROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chinwaite, (Peking Tientsin), Kobe, Yokohama,
Genoa to Hongkong in 30 DAYS.NAPLES to Hongkong in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland ... via Vancouver

Passengers to Overland and Europe ... via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	= MALTE ... 12th Oct.
= OUESSANT ... 27th Aug.	= CEYLAN ... 26th Nov.
	= CORSE ... 11th Jan. 09

No Passengers; 1st Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st. Class accommodation, Splendidly
equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila.	On 20th June, Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 27th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th June, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.Head Office for the Far East:—
16, DES VOGES ROAD,
HONGKONG.Japan Office:—
14, WATSON STREET,
YOKOHAMA.

920

TO CONNOISSEURS

"LOLITAS" AN EXQUISITE CIGAR

Of mild flavour and fine aroma, made from the
Finest Specially Selected

MANILA TOBACCOS.

IN BOXES OF 50 \$5.50

SPECIALLY MANUFACTURED FOR

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

118

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
AGENTS:—CALDBECK, MACGREGOR & Co, Hongkong.

Hong Kong

for Watson's

Dundee—

SHEWAN, TOMES

& CO.

Hong Kong.

WATSON'S (No. 10) Dundee WHISKY.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884, open to all Countries

DR. LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its
worldwide reputation as the best and
only safe reliable Phosphoric Cure for
BRAIN WEAKNESS, PARALYSIS, SLEEPLESS-
NESS, DYSPNOEA, NERVE, Kidney and Liver
Complaints, HASTING DEBILITY, Premature
Decay of Vital Power, General Debility, all
Blood Disorders, and all Functional and
Diseased Conditions of the System, caused
by the deficiency of the Vital Forces.The Most of this Standard Phosphoric
Remedy in Nervous Debility and its kindred
Evils is immediate and permanent, all
the Miserable Feelings and Distressing
Symptoms disappearing with a rapidity
that is really marvellous.Directions for Self-Treatment of the above
Aches with each Bottle.

HEALTH, STRENGTH & ENERGY

Sold in Bottles at 4s. 6s. and 11s. each, by all Chemists throughout the World.
MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,
HAMPSTEAD LONDON, ENGLAND.
Agents in Hongkong—A. S. WATSON & CO.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk in the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M. All claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected by the undersigned.

NO. 16, 17th June, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, MALTA
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where the consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 17th June, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship

"ISTRIA,"

Captain Luning, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before today.

Any Cargo impeding for loading or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 18th June, 1908.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TAOMARA, VICTORIA, YOKO,
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th June, 1908.

MITSUBISHI GOSHI KAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"
which applies to all Branch Offices.

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SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,556, O. J. Matlock, 14th

June—Wakamatsu 8th June, Coal—

Jardine, Matheson & Co.

AMERICA, Japan str., 3,460, W. E. E.

Elmer, 17th June—San Francisco 19th

May, and Shanghai 15th June, Mails and

General—Toyo Kisen Kaisha.

AMIGO, German str., 3,222, Frandson, 17th June

—Haploong 12th, Pakhoi 14th, and

Hohloong 16th, Rice & General—Jensen & Co.

AMIRAL DE BROMONT, French str., 1,544

Chalaia, 22nd April—Haploong 18th April.

ARABIA, German str., 2,387, C. Neumann, 7th

June—Portland 29th April, Flax and

Lumber—Portland Asiatic S.S. Co.

BAROK, German str., 1,920, F. Nielsen, 7th

June—Bangkok 10th June, Rice and

Meat—Butterfield & Swire.

CAMERON, British str., 2,003, F. Gibson, 8th

June—Kuchinatou 1st June, Coal—Mitsui

Bussan Kaisha.

CATHYRIN APGAR, British str., 1,930, W.

D. A. Thomas, 13th June—Calcutta via

Singapore 8th June, General—David

Sassoon & Co., Ltd.

CHANGHONG, British str., 1,213, E. Shepherd,

15th June—Amoy 9th June, General—

Chai.

CHOROSKING, Brit. str., 1,256, V. McIlroy, 14th

June—Tientsin via Ports 6th

June, General—Jardine, Matheson & Co.

CHILDRE, Norwegian str., 1,102, H. Nielsen

3rd June—Bangkok 27th May, General—

Butterfield & Swire.

COURTNEY, British str., 1,897, John Wiseman,

25th May—Moji 20th May, Coal—Mitsui

Bussan Kaisha.

DAIYIN, Japan str., 900, I. Sakurai, 18th

June—Tamaui, Amoy and Swatow

19th June, General—Osaka Shosen Kaisha.

ELLEN RICHARDS, British str., 1,997, Schwager,

18th June—Moji 10th June, Coal—

Mitsui Bussan Kaisha.

FBI, Norwegian str., 980, C. Wagle, 18th June

—Newchwang 10th June, and Chiofo 9th

June, General—Aagaard, Thoresen & Co.

FRITHOF, Norwegian str., 891, Olaf Andersen,

14th June—Saigon 9th June, Rice and

Cotton Seed—Aagaard, Thoresen & Co.

HAIPOONG, French str., 500, Poinet, 22nd

April—Haploong 18th April, Ballast—

Wilks & Jacks.

HANGSANG, British str., 1,358, S. Wilde, 16th

June—Shanghai 10th June, General—

Jardine, Matheson & Co.

HANOI, French str., 743, J. Pannier, 15th June

—Haploong and Ports 11th June, General

—A. R. Marty.

ISTRIA, German str., 4,221, H. Luning, 15th

June—Singapore 13th June, General—

Hamburg Amerika Line.

ITHAKA, German str., 1,480, Vogel, 18th June

—Chinkiang 9th June, General—Hamburg

Amerika Line.

JOHNAN, German str., 952, J. Jensen, 17th

June—Saigon 13th June, Rice—Jensen & Co.

KAGA, Japan str., 3,906, G. S. Lapraik, 14th

June—Japan and Shanghai 11th June,

General—Nippon Yusen Kaisha.

KEONG WAI, German str., 1,115, P. Kohler,

15th June—Bangkok 10th June, Rice and

Teakwood—Butterfield & Swire.

KIANGCHING, Chinese str., 1,002, S. Sander,

3rd June—Changhai 30th May, General—

Chai.

KITA, Japan str., 1,448, I. Hirai, 9th

June—Bangkok 1st June, Teak—Mitsui

Bussan Kaisha.

KWANGTAN, Chinese str., 1,536, W. H. Lant,

17th June—Shanghai 12th June, General—

Chai.

LIANGCHOW, British str., 1,215, B. Harder,

17th June—Wahu 12th June, General—

Butterfield & Swire.

LIYAN, British str., 1,341, C. C. Williams, 14th

June—Changhai 7th June, Coal—

Butterfield & Swire.

OCHOW, British str., 730, M. L. Brum, 14th

June—Hoogay 12th June, Coal—Dodwell

& Co.

ONGSANG, British str., 1,787, E. Cox, 14th June

—Moji 7th June, Coal—Jardine, Matheson

THE

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